

D-JAGS PLACE 1-2-3-4 AT LE MANS!

See Page 3

MOTOR RACING

Vol. 2—No. 18

(Published Bi-weekly)
except last issue of calendar year

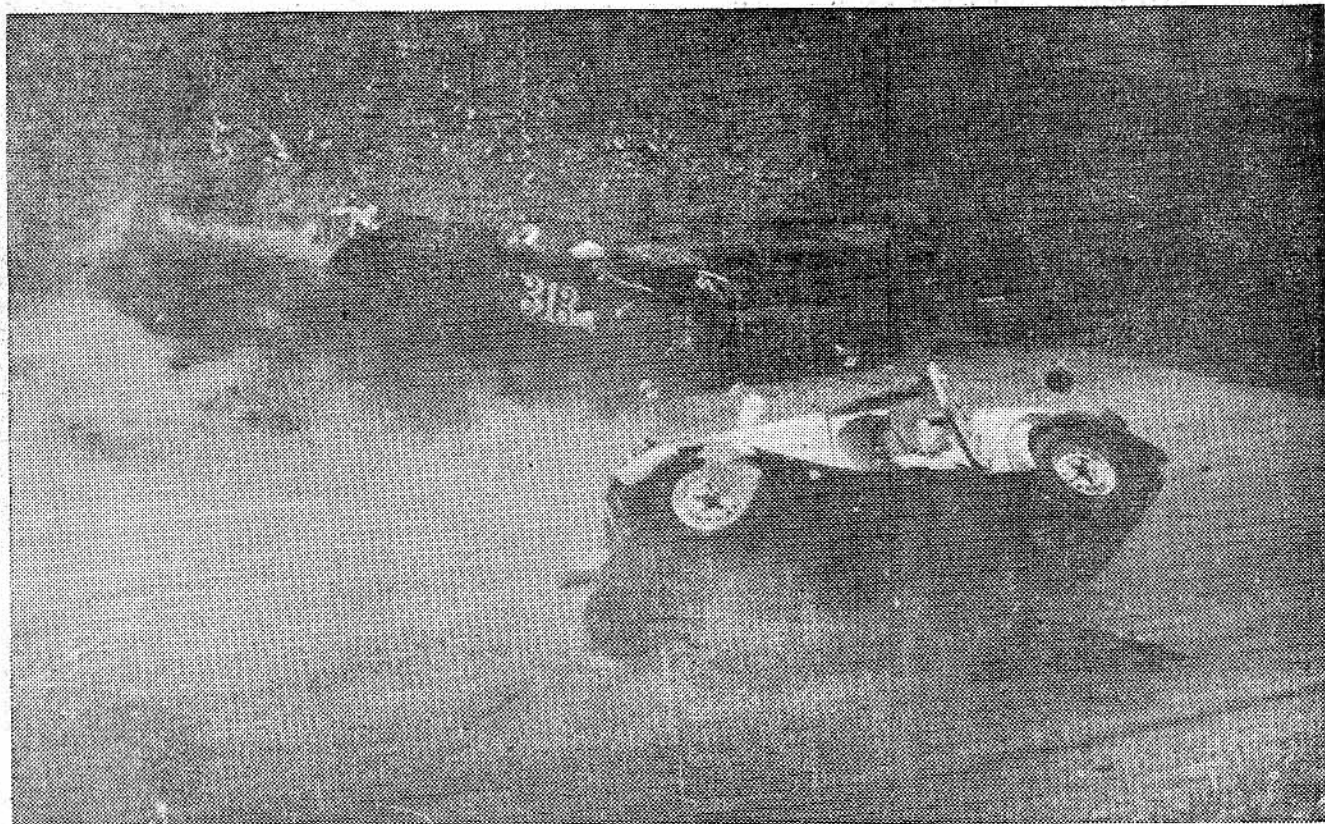
Los Angeles, Calif.

15c

© June 28—July 5, 1957

MILES DISQUALIFIED BY CAL CLUB; DAIGH WINNER IN PARAMOUNT RACE

See Page 1

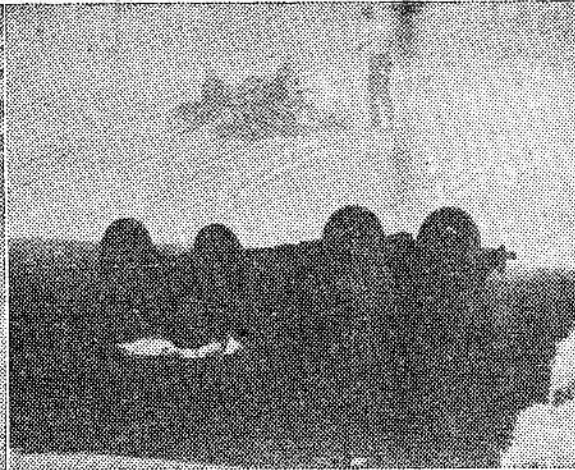
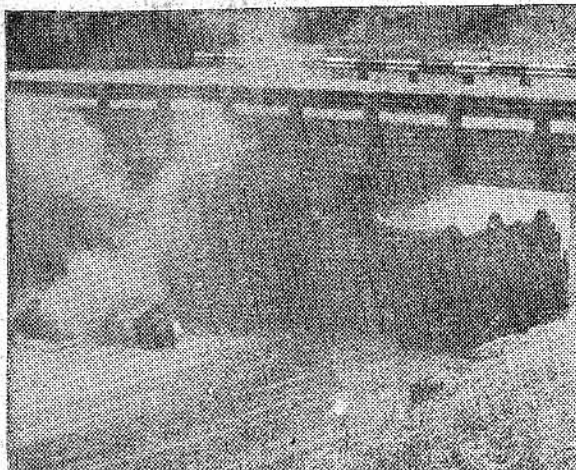


TERRIFIC ACTION shows collision of MGTDs in first race Saturday at Paramount Ranch. When shot was taken, No. 313, driven by Attila de Lado, had already flipped almost end-over-end and rolled three times, slashing into the hay. The white MG, driven by Joe Lynch, had

—Woods & Landon.
spun once and here rolls for the second time. The accident happened between turn 3 and the bridge. Both drivers were injured. Lynch, the more serious, was hospitalized. A total of five persons were injured during the two days of racing. Other photos and story P. 1

\$25,000 LOAN OFFERED BY CAL CLUB!

See Page 4



—Woods & Landon

JOE LYNCH'S MGTD is seen at right after Paramount Ranch race collision with another MG driven by Attila de Lado, whose car is lost in cloud of dust and flying hay at left. Center panel shows both cars, wheels up, while at right Lynch's car, with driver still strapped in, is righted. Other photo on Cover Page.

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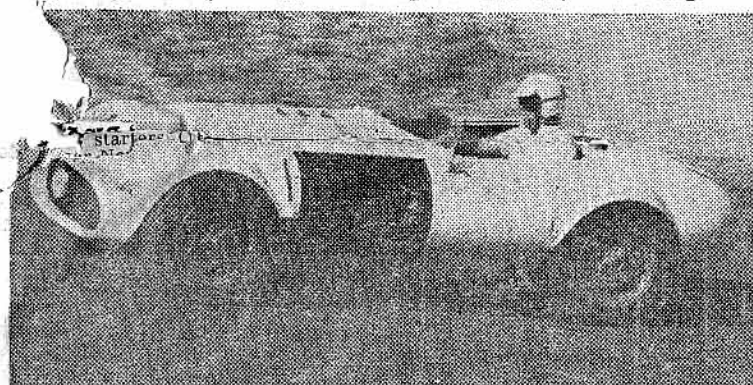
Everything Happened at Paramount

Illegal Pit Stop Disqualifies Miles; Daigh Races to Victory

By GUS V. VIGNOLLE

MOTORACING Staff Correspondent

AGOURA, CALIF., June 16—Nobody jumped out of an airplane here today at the 4th running of the Cal Club's Paramount Ranch road races. And that's about the ONLY thing that DIDN'T happen. Here's what did happen during the two days of racing:



—Gene Simon

CHUCK DAIGH WINNING AT PARAMOUNT

1. Chuck Daigh, a fine driver long overdue, won the main event with the Thunderbird-powered Troutman-Barnes Special.

2. Five persons, four of them drivers, were injured and wound up in the hospital.

3. Ken Miles, president of the CSCC, was disqualified by his own club for an illegal pit stop after winning the under-1500cc race.



CHUCK DAIGH

4. Jim Parkinson was disqual-

Complete race charts — Pages 6 and 11. Technical analysis by E. Forbes-Robinson—Page 7.

ified when his MGA was found to be "not stock."

5. Betty Shutes was placed ahead of Mary Davis after the Chief Judge said the latter "apparently hit Betty's car and knocked it out of position."

6. A storm broke out and a protest petition was signed by big-bore drivers after Miles sought to allow the first three cars from the under-1500cc to (Continued on Page 5, Col. 4)

EDITORIAL

L'Affaire Miles

THERE IS an old line something to the effect that if you give a guy enough rope, he will hang himself.

Kenneth Miles, the Britisher who to all intents and purposes is paid to drive by the Porsche distributor here

One of the most thought-provoking letters ever received by MOTORACING, written by Charles Beaumont, appears on Page 2. It deals with the vitally-important subject of safety and the view taken by Ken Miles. Don't miss it!

and competes under the guise of "amateurism," has just about reached the end of his rope.

Miles is president of the California Sports Car Club —elected by that group's Board of Pharaohs and not by the general membership.

Miles and other members of the clique are now in the midst of strenuous efforts to "muscle in" on Northern (Continued on Page 2, Cols. 4-5)

WATKINS GLEN GETS GREEN LIGHT

The Contest Board of the SCCA last week announced that effective immediately the ban on events at the Watkins Glen Grand Prix Course is removed. A committee of club members has inspected the course and found recommended repairs and alterations have been carried out and that the course is now suitable for competition. The Board wishes to remind all members, however, that any course is only as safe as the drivers who use it, and that every effort must be made to maintain the Club's excellent record.

Entries for the Glen Classic Race, scheduled for July 6-7, are invited by the Glen Region. Entry deadlines are extended as follows: double fee, June 28. For information or entry blanks write Harold Jaques, Dundee, N. Y.

Fangio Writes For Motoracing

Juan Manuel Fangio of Argentina, four-time world's champion, writes an exclusive story for MOTORACING in the next issue.

He tells which is his favorite corner and how he drives through it. The story, as told to Dr. Vicente Alvarez, noted South American race expert, is a corker.

Don't miss it in the next issue of MOTORACING.

\$25,000 LOAN!

Turn to Page 4 for story telling of the Cal Club's offer to loan \$25,000 for the building of a race course in Northern California.



—Foto-Treichler

THEY UNSTRAP INJURED DRIVER LYNCH



—Foto-Treichler

HE'S ON WAY TO WAITING AMBULANCE



—Foto-Treichler

RACE CONTINUES AS CAR 263 GOES BY



—Foto-Treichler

ATTILA DE LADO HELPED FROM HIS MG



• Racing Pow-Wow

By Maury Powell

TO THE RACES IN A FIAT BUS—AND WAS IT FUN!

WE'VE COVERED quite a bit of territory in recent weeks, so pardon us while we discourse a bit on these meanderings.

First off was the visit to the Ambassador Hotel for a cocktail party announcing the opening of a Los Angeles office that'll handle public relations for the British auto industry. Met Ed Flynn, man-in-charge, who'll doubtless give the lime-juicers a much-needed lift hereabouts.

Next on our agenda was the opening of Gregory Bernardini's Fiat parlor on Lankershim Blvd. After surveying and scrutineering the batch of Fiats in the showroom, we came to the conclusion that this nifty little chug will carve a niche for itself immediately in American auto history.

Most impressive at the prices were the series 600 and 1100 (cc) vans that seat five or six persons. Our friend the editor across the page nailed one from Max Hoffman for the Paramount Ranch Road Races, and we had a ball!

The Multipla 600 cruised easily at 60-65 mph, although its horsepower rating is only 22. We hit hellish holes on Ventura Blvd. while dodging traffic off the right-hand lane, a bit on the shoulder, and the bus cruised over and through the rough going quite nonchalantly!

These beauties are listed for \$1633, and well worth it. Bernardini's showroom also featured a slick 1100TV Sportsman Roadster, and for the asking tab of \$2498 it should move rapidly.

They Flocked to Fiat MOTORACING Press Bus

The road races at Paramount are detailed elsewhere in these pages. All I have to comment is—WHEW! That bloody heat liked to cook our gray matter right out our ears! Stayed in the Fiat and enjoyed cool soft drinks with various visitors to the MOTORACING camp—including Jean Burkhard, Al Torres, Gordon and Anne Martin, Ray and Charlotte Turnbull and their brood of little 'bolls, Dick McEntyre, Les Nehamkin, Carl Gardner, George Cary, Dusty Brandel, Frank and Pat Alten, Pat Ray and many more.

A reader asked me why we were "picking on" Ken Miles. He said we were playing up Miles' doings "all out of proportion" to the actual news value.

This reader was not the first to bring up the subject of MOTORACING's forthright manner of handling various news and editorial items, but he did needle me into pointing out the following facts:

Being a newspaper devoted solely to coverage of motor sports, those more prominent in the field naturally figure to carve larger hunks of space for themselves, depending upon their activities, than they would in the metropolitan press where space is at a premium and the editors receive 50 times more copy than they can print, every day.

In other words, where a ban on Miles would rate an inch or two of type, or the barest column mention, in the L.A. press, the same story rates a top spread in a specialized publication such as MOTORACING.

Unfair to "Bury" the Fellow's Doings

After all, Miles is a topflight driver, and the president of a leading club. It would be unfair to everyone in the sport if we "buried" his doings, or omitted them entirely.

When Miles does a good bit of driving, we've covered the subject as thoroughly as when he's goofed. And, brother, when Miles goofs, he just doesn't mess around! Good or bad, cockney Ken rates all the space we give him.

We wouldn't cheat Miles out of every inch of the full coverage he richly deserves!

★

Got some new white sidewall shoes at Carl Gardner's. There's a chap doing wonderful work for the racing fraternity. His costs for sending a truck, crew and materials to the road races would stagger you, yet it's all gratis service. Even to the point of mounting a rival firm's tires when drivers bring their cars in at the races.

What burns Carl is that most of the drivers buzz him for all sorts of service in the belief that the sponsoring clubs pay for all or part of the deal. They pay nothing.

Incidentally, Carl showed us a letter from the County Shelby Sports Car Club of Memphis, Tenn., requesting tire info as the result of seeing his ad in MOTORACING.

The Dear Chap Is Pinpointed

FINISHING TOUCHES—A certain buffoon recently mentioned herein has cleverly tossed up a smokescreen to shield himself by shifting suspicion onto others, and has caused quite a stir in certain circles. . . . This clown knows who I mean, but to take the heat off innocent persons, we'll pinpoint him by saying that his initials are the same as the words—bum gardener. . . . Was terribly saddened at two recent deaths—Maurice Bernard, L.A. Examiner handicapper, with whom I worked closely for several years, and Alex Cooper, the KLAC disc jockey, a slight acquaintance. . . . Both wonderful chaps, and I hope they wind up in a better world than this mess we're in.

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Published Bi-weekly, except
last issue of calendar year, by
V. & P., Inc.—Editorial and
business offices located at:
725 N. Western Ave., Suite 14
Los Angeles 29, Calif.
Hollywood 2-6388

Gus V. Vignolle.....Editor
Maury Powell.....Managing Editor
Bill Remrah.....Advertising
June Vignolle.....Circulation
Art Loring, Jim Mourning,
Gail Ann Holden, Myra Jones,
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LETTERS

to the Editor

MORE MILES BALDERDASH

In the latest issue of the CSCC club organ, Mr. Ken Miles (of whom you must have heard) comes out strong against some of the "safety gadgets" currently either in effect or proposed by the various racing organizations. While not everything that he says is balderdash, a good bit of it is; and if his influence is as great as apparently he supposes, I would like to make a few points in opposition to his argument and I would further like you to print this letter as it might conceivably save the lives of some drivers who have been guiled into an altogether false of security by Miles.

While it is still debatable whether seat-belts alone are a safety factor, it is, as common sense can tell you, not at all necessary to build "a sort of cage" in order to justify their use. Seat-belts combined with a sturdy roll bar will give the average amateur driver a maximum of protection at a minimum of expense. He might, as one exceedingly fleet and intelligent Porsche pilot did at a recent Palm Springs meet, rig up a shoulder harness, but if the bar is properly installed, that oughtn't to be necessary. Miles' thrusts here are illogical and unrealistic. If we were professionals, and if we raced on ultra high-speed courses, as they do in Europe, I suppose a length of pipe over our heads wouldn't do us much good. But the point is, we have comparatively slow courses, and our pilots for the most part get into trouble on the slow corners. I have seen drivers turn turtle at thirty-five and forty mph. And in such cases, a roll bar could very easily have spelled the difference between life and death for them. When Miles himself flipped the von Neumann Spyder at Torrey Pines, he was lucky; so was Lynch, at the Paramount go yesterday. But Bill Drummond, at Bakersfield, and Mrs. Pritchard, at Torrey, were not; and the circumstances were approximately the same. In the latter incident, which I witnessed, the Morgensen was not traveling in excess of forty when it turned over. With a length of pipe above her head, Mrs. Pritchard would most probably have emerged with a temporary shaking up. Without it, she was killed, in a particularly grotesque manner.

It must also be taken into consideration that most drivers are not of the stature of Mr. Miles, since most of us have not elected to make racing the raison d'etre of our existence. Many of us are inexperienced, and we must learn — in the present inadequate set-up — under the most trying of conditions; that is, in actual races. If we become over-enthusiastic, or over-cautious, perhaps we pay, or perhaps the fellow in back of us pays. The hard way. I myself was allowed to compete for the first time at a national event. Before that, I was permitted to take my 1954 Volkswagen (unlowered) onto the same course (with Carroll Shelby's Mexico Ferrari. True, it was a practice session; but when Phil Hill and Carroll Shelby get into a practice session together, as we all know, it becomes something else entirely. On the third lap of this maiden voyage, I attempted to beat another car into turn one. The other car didn't care for the idea. It tried to tag along, despite its poorer handling characteristics, and ended by flipping twice. As it turned out, the driver was also a racing "virgin." Fortunately, he was not injured.

So Mr. Miles must not assume, haughtily, that the drivers know what they're about. Frequently they don't. Frequently they get into serious trouble where a veteran would find no difficulty. And, since they are equally a part of the sport, these scared and inexperienced newcomers, and since they have up to now scant opportunity to learn except in actual battle, I believe it is our duty to provide for their safety. And in every way.

"Impact accidents" — that is, cases where cars have collided at high speed with immovable objects — have occurred twice in California racing. All other fatalities might well have been averted by the simple expedient of roll bars. Which rests my case on this particular point.

As for flame-proof clothing, I cannot fathom Miles' contempt. "It is like issuing a parachute to everyone who

(Continued on Page 9, Col. 2)

EDITORIAL

(Continued from Page 1)

California road racing by staging a race at Laguna Seco, near Fort Ord and Pebble Beach, Nov. 9-10. Work on that course is not due to begin until August.

This has most of the SCCA boys up north in arms.

Miles and some of the other Cal Club brass have been buttering up a fellow by the name of Lou Gold. They had him in fine tow, thank you, the other day at the Paramount races. Gold is associated with the Del Monte Properties in Pebble Beach and, although by his own admission, knows little or nothing about road racing ("Honestly, I didn't even know the CSCC existed until a couple of weeks ago!"), we want Mr. Gold, in particular, and the readership, in general, to know the latest about Miles.

At Paramount, Miles—the president of the club staging the races, mind you—was DISQUALIFIED for infraction of the rules after he had won the under-1500cc race for modified cars.

He was KICKED OUT of the race by his OWN CLUB.

Elsewhere in this issue you will find the reason and other particulars.

Nothing in Entry Blank on This

Also at Paramount, Miles tried to engineer a deal whereby the first three finishers in the under-1500 race would be permitted to race in the over-1500cc feature.

Now, mind you, this was in direct contradiction to the conditions and rules as printed in the entry blank and in the program.

In case you are not hep, let us bring you up to date. Paramount is a narrow, tight two-mile course. The finely-tuned Porsche which Miles drove was a natural shoo-in in the under-1500. Unlike Fangio, Miles never drives just fast enough to win. He goes all-out to win by as many LAPS as he can.

Give the public a show? That is a laugh!

He belted the field handily in the under-1500, but before he did he started to exert his muscle as president of the club to make for the allowance in the big-bore.

Drivers of the bigger cars, naturally aware that Miles had a fine chance to also win their race on that PARTICULAR TYPE OF COURSE, resented it.

There was a furious stink about it. A petition was even drawn up. Drivers threatened to pull out of the main event—and justifiably so. The petition was presented to Lew Kaplan, co-chairman of the race.

Miles threatened to place the Porsche on the trailer and get out. He said he wanted to race and he wanted to WIN. Otherwise, I'll pick up my marbles and go home!

The pits were fuming, not only from the insufferable heat but from Miles' latest caper.

At any rate, the race officials strangely acceded to the petition (signed by several big-bore drivers) and staged the

AS IT WAS SCHEDULED AND NOT AS MILES WANTED IT. So here you have Miles rebuked by his OWN CLUB issue. And after he won the under-1500, you have Miles DIS-

IFIED BY HIS OWN CLUB. On top of this, last year the L.A. Region of the SCCA threw Miles out at Palm Springs. And earlier this year, he was thrown out by the San Francisco Region at Stockton. And a few weeks ago he was thrown out by the Salt Lake Region.

Recent Ouster National SCCA Edict

The important thing is that his most recent ouster at Salt Lake came on orders from the National Pharaohs at Westport.

The significance of this is obvious. It means, from all indications, that Miles is through for the time being as a driver in practically every race in the United States except those staged by the California Sports Car Club.

This is one of the reasons why Miles is fighting tooth and nail to have the Cal Club stage more races—even if they are out of the club's territory and are an out-and-out infringement on the rights of others.

The water level is getting up to Miles' neck.

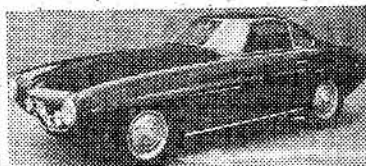
But they are getting wise to him—even a segment of the Cal Club. The petition at Paramount is a perfect example.

It appears that the day is not too far distant when the water level will be up to his Brittanic brow—and he will be through with road racing as it is now conducted in this country.

There has been much talk among members to THROW HIM

(Continued on Page 5, Cols. 2-3)

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Vignettes

By Gus V. Vignolle

THERE IS REAL GOOD REASON WHY FANGIO IS SO GREAT

JUST BEFORE he was killed in the Mille Miglia, Alfonso de Portago wrote a story for Sports Illustrated (not to be confused with the racing mag) that has since become famous.

It has been widely quoted, but never the quote that struck us as one of the ultimate and which best tells why Fangio is as great as he is. Here it is:

"The greatest difficulty a driver encounters and the true test of his ability is what we call 'a fast curve.' This means we come down a straight at speeds up to 160mph and then have to take a curve whose maximum speed is, say 130mph. What makes Fangio Fangio is that he will take this curve at 129.9, when another driver will take it at 125 or 130.1 — in which case he will go off the road."

And a recent New Yorker story of the last Sebring go, by J. M. Flagler, was just as tremendous. It was accurate in EVERY detail, and I know because I was der, Sharley.

The author tells of the Chamber of Commerce element ".... breaking out the flags of the participating nations and jacking up the prices ... rooms that normally went for \$4 a day had been hiked up to 20 for Race Week."

That was mild for that dump of a town. The price gouging we noted was even more horrendous! America's No. 1 sports car race in that hole is about as incongruous as Lady Godiva in bloomers.

Two more quotes from Flagler: "... I gathered that sports-car racing combines in the grim fascination of the Circus Maximus, the panoply of the medieval joust, the ritualism of bullfighting, and the chanciness of Russian roulette."

And this gem: "... (Fangio) was asked why he had not bothered to learn any English during his 20 years of international competition. His reply was eminently sensible, I thought: 'Who needs English to talk to a car?'"

★ LISTEN TO A HALF-BAKED CLOWN

Some half-baked clown, "writing" for one of the club poop-sheets, recently deviated from his (or her's) Herculean efforts to be funny (actually it's as funny as a crutch) by sending an innocuous harpoon in this direction.

This 1/2bc took umbrage over the photos of Lou Brero's car on fire at Hawaii and wondered if we were doing the sport more harm than good.

It would do well for this 1/2bc to sober up and yank his (or her) tubular neck out of the sands of hypocrisy and forgetfulness and face the facts—namely, that castor-oil doesn't have an attar of roses whiff, that retaining walls aren't lined with velvet and that there is plenty of gore connected with this racket.

There are some ostriches, like this one, who will not reconcile themselves with the fact that this thing is dangerous — often very dangerous. They don't like reminders of this side of it. They prefer their mid-Victorian blinders in order not to be reminded of anything but fluttering pennants, the hero driver with a smile playing on his lips as he booms serenely around the course and the smiling wench ready with the kiss and tin cup at the finish.

Here before me, sent by reader Rollie Jons, of Boone, Iowa, is the front page of the Des Moines Register after the Mille Miglia. The 8-column headline, in 120-pt. Gothic type reads: 12 DIE UNDER PLAYBOY'S CAR.

Here, in big headlines, Sports Illustrated tells the story: HORROR IN ITALY.

ITALIAN MAGAZINE TELLS THE STORY

Here is Velocita, one of Italy's leading speed publications. It devotes its first four pages, with six photos, to the death of Castellotti — "Addio a Castellotti." Four of those photos have to do with the crash, with dotted lines showing the course of the Ferrari, the number of times it bounced, how it ripped the railing and, finally, the demolished hulk of the car.

Oh, no, 1/2bc, this shouldn't have been printed — not even in a speed publication and in such a race-minded country as Italy. Oh, no, bury your head in the sand; it didn't actually happen!

It's like the airlines, who holler and beller, when photos of their disintegrated planes are splashed across the front pages ("thousands die on the highways").

This reminds us of the Cal Club Pharaoh who came up to the office one day and muttered, "You know, you guys will be out of a job when there is no more racing."

We'll take the chance!

It is no secret that some time back R. Cleye & Co. ran out of legal endive with that Riverside International Motor Raceway. But the day was saved when John Edgar tilted the trough and let about 1/2 million potatoes funnel into the project.

Unfortunately, above the strains of Rimsky-Korsakov's "Scherherazade," we heard the two factions were jousting for power—so much so that nobody knows what the hell is going on.

On our own, during the past 6 or 7 months, we have made THREE trips to Riverside and reported to our readers, pictorially and otherwise, the work progress through the recent completion of paving of the 3.7-mile course (smaller than originally planned, but still fine).

THE GOOD OL' 'DOCTOR' TAKES OVER

From officials themselves, never a word. Nothing!

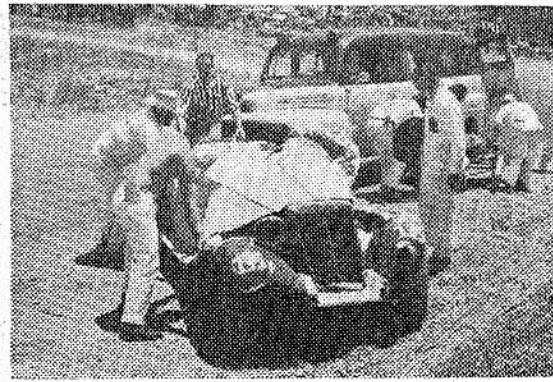
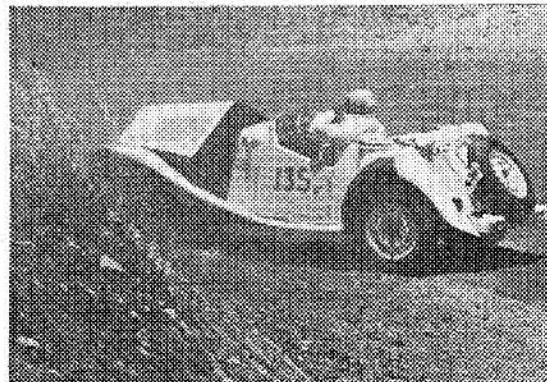
When Edgar came into the picture, his stooge, one "Dr. (?)" Steve Mason, assumed the brass knucks. We asked him at the Santa Rosa races about the grappling that people were talking about.

"Mr. Muscle," who prefers the mailed fist to the velvet glove (ask the guys at the course about the day he came out and threw his weight around), said, in effect, that anything having to do with internal ramifications was nobody's business.

Then, in front of witnesses, he started muttering something "about yellow journalism," cagily avoiding the issue and anything of a specific nature.

We joyfully left him picking his choppers (this was at the post-race barbecue).

Now, last week they had some opening trial deal at Riverside (Continued on Page 4, Cols. 1-2)



PARAMOUNT RANCH accident on Sunday saw this MG Mk II, driven by John Lyon, slam into the embankment on turn 5 and flip. Pilot suffered a broken arm. At right, car is straightened around and Lyon is wheeled to the waiting ambulance.

Bruce Kessler-Ed Hugus Take 8th

D-Jaguars in Le Mans Sweep

By Special Correspondent

LE MANS, France, June 24—D-Jaguars from England took the first four places in the historic 24-hour Le Mans race yesterday, and the winning duo of Ron Flockhart and Ivor Bueb set a new official record average of 114.5mph.

The winning car was a 3781cc fuel-injection machine.

Flockhart teamed with Ninian Sanderson to win the event in the Scottish team's privately-entered D-Jag last year.

Sanderson, with John Lawrence, was second. Jean Lucas-Jean Mary, a French team, were third, and the Belgian duo of Paul Frere-Frere Rousselle was fourth.

A fine effort was turned in by young Bruce Kessler, of Beverly Hills, Calif., competing in his first European race. With Ed Hugus, of Pittsburgh, he took 8th in an RS Porsche Spyder. The only U.S. entry, the car was entered by Chester J. Flynn, New York, service manager of the foreign distributors division of General Motors Corp.

Another American, Masten Gregory, Kansas City, placed higher up, however. He and Duncan Hamilton made up a British entry which placed 6th in a Jaguar.

LOTUS WINS INDEX

First in index and Class H were Cliff Allison and Keith Hall, of Britain, in a 744cc Lotus. They were 14th overall.

According to reports, P. H. Ashdown and Alan Stacey, of Britain, who were listed as finishing 9th overall, did not start. The position, instead, was taken by Jay Chamberlain, Burbank, Calif., and McKay Fraser, whose car blew up in practice and was scratched. They reportedly took over the Ashdown-Stacey Lotus, gaining second in index and first in class G.

Flockhart and Bueb covered 2732.42 miles. This was the 11th time a British car had won at Le Mans.

180 MILES PER HOUR

The fastest lap time was turned in by Britisher Mike Hawthorn when he was leading in a 4.5 Ferrari. He averaged 125mph, and on the main straight turned 180mph, the fastest speed ever registered at Le Mans.

Average speed at the end of 8 hours was 119mph.

Early in the going Peter Collins led in a Ferrari, followed by Roy Salvadori, Aston Martin, and Peter Whitehead, Aston Martin. Tony Brooks, Aston Martin, then moved up into second, fol-

lowed by Stirling Moss, 4.5 Maserati.

World Champion Juan Manuel Fangio never started. He was teamed with Jean Behra, who went out on the 34th lap in their 400hp 4.5 Maserati. Moss went out on the 38th with a broken rear axle.

At the end of 8 hours, Flock-

hart was in the lead, followed by Tony Brooks, Sanderson and Maurice Trintignant-Olivier Gendebien. The last named were forced out later in their 3.1 Ferrari.

COLLINS FORCED OUT

Collins, who was teamed with Phil Hill, Santa Monica, was out (Continued on Page 9, Cols. 4-5)

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FLASH AT DEADLINE TIME

As MOTORACING went to press, it was learned from a reliable source that Ken Miles has submitted a proposal to SCRAMP (Sports Car Racing Association of Monterey Peninsula) in which the California Sports Car Club OFFERS A LOAN OF \$25,000 to help construct the proposed course at Laguna Seco, on Government property near Fort Ord.

This course, which supplants defunct Pebble Beach, plans its first race Nov. 9-10, originally to be a National SCCA race.

The CSCC general membership is not aware of this proposal—nor that the CLUB'S MONEY would be loaned.

The proposal, it was learned, was made to Lou Gold of the Del Monte Properties and Monterey Chamber of Commerce.

The Cal Club said it would exact only the entry fees from the proposed race. Original dickerings for the race was with the San Francisco Region of the Sports Car Club of America.

Miles' proposal further stated that the CSCC would provide, free of charge, its public address system and intercom system.

The \$25,000 loan, bait in order to take the race—and the course—from SCCA, would help build a course on Government property in a deal which has a 30-day cancellation clause...

It would be the use of money BELONGING TO CAL CLUB MEMBERS for a race course at least 300 miles from home base!

SCRAMP has not, at this writing, signed a lease with the Army. SCRAMP is composed of Monterey Peninsula businessmen and chambers of commerce interested in building up that region.

Intensely interested in gaining the race and course for the Cal Club are Miles and Jean Pierre Kunstle, both of whom are now banned from SCCA races throughout the U.S.

In order to stage a National race at this projected course, an SCCA sanction is needed. If the Cal Club takes over, that sanction will never be forthcoming.

Are you Cal Club members aware than \$25,000 of YOUR MONEY has been offered for the building of a race course some 300 miles from home?

If the Cal Club's muscling-in is successful, Miles and Kunstle, of course, will be allowed to compete. They can't race anywhere except in CSCC races. The CSCC has refused to abide by the SCCA ban on Kunstle for accepting money at Sebring.

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

(only a very small segment of the press (2) showed up). Naturally, this observer was not invited; nor would he have shown up if he had been.

What was out there already has been reported to MOTORACING's readers. Furthermore, the 100-plus Riverside heat was so abysmal that we wouldn't have gone out there to see Jayne Mansfield in a revival of Lady Godiva's ride through Coventry.

We only hope J. E. boots "Mr. Muscle" off his elevated equine, that's all! Meanwhile, we're sending "Mr. M." gratis, one of our special do-it-yourself brain surgery kits.

TURNBULL GETS HAWAII BACKING

In response to many, many queries, the next Hawaii races will be staged April 11-12-13, and the Tokyo dates are May 3-4.

Twice the Associated Sports Car Clubs of Hawaii Board has given a vote of confidence to Ray Turnbull to stage the 1958 event. The last count was 8 to 1!

Meanwhile, many club members are wondering who Hymie Greenstein is and what his angles are?

Insiders say the beef wasn't against Turnbull, but to let other promoters bid for the job. So it looks as though Ray is in — SOLID. He should be given a chance to recoup. And we predict he will — in a big way!

★
MARGINALIA—Fangio won at Argentina and Cuba with Lodge plugs. Then Hanks set the record (135.601mph) at Indianapolis with Lodge plugs. No wonder Peter Page is beaming so. And no wonder our sportster runs so well — it was tuned by Bill Rudd and has Lodge plugs... The Parravano fable gets thinner and thinner — nothing at Hawaii, nothing at Indy, nothing anywhere. Just talk-talk-talk. Mannaggia! The guy doesn't even bother to return phone calls... Have you noticed how that fantastic free-loader (male) has practically dropped from sight? Wonder how come (he wasn't even at one party where he should have been)?... Just before she left for Le Mans and Monza, live-wire Denise McCluggage of the NY Herald-Tribune was informed by Stirling Moss that he and Fangio were to drive a new 4.5 8-cyl. Maser in the French classic — with an ENGLISH-BUILT SALOON BODY on it, and a top speed guaranteed at 210mph. As Denise said, "Now that comes within a few miles an hour of being fast."... Regarding "The Devil's Hairpin" movie, Chuck Eastman astutely observed in the Valley Times: "There have been worse car racing pictures made. Maybe by next week we can remember when." I understand Eastman was unusually munificent in his review (look it up, Mac)!... Harry Crown says not to miss the yarn on how our pros can win at Monza in current issue of Speed Age... And did you note the National Speed Sport News story on Monza that called the Europeans cowards, yellow streak, etc.?... Good to see Tom Bernard, the Culver City Star-News sports car expert, sail for an Austin-Healey instead of that other marque... Gregory Bernardini should know that that Fiat party he threw in the Valley was one of the best... Talking about parties, probably the best of the year was the one thrown by Clark Keeney, Jr., and Bill Woodward at the Miramar after the Santa Barbara races. It was titanic. They had more than 500 orchid leis flown in from Hawaii for the event... Another humdinger was the luau thrown by Ginny and Howard Swift at their home... Bob Oker is now sales manager for Steen "C," the chemical lubricant... Can't help but feel that Detroit's speed de-emphasis will help cut the highway death toll.

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—Lester Nehamkin.
THESE BEAUTIES, Sandy Warner, Darlene Daye and Janan Hart, left to right, help John L. Green, West Coast distributor for the French Renault, to receive largest shipment of Dauphines from France. Green wields whip hand here, and at right is shown with part of 1298 Renaults arriving at L.A. Harbor last week.



Battle of D-Jaguars

Hansgen Elkhart Lake Victor

By BOB COLE

Special to MOTORACING

ELKHART LAKE, Wis., June 23—Nearly ideal racing conditions prevailed at today's four National championship races at the magnificent 4-mile Road America course.

Walt Hansgen and John Fitch, piloting two fast 3.8 Jaguars of Briggs Cunningham put on a terrific race.

Although Fitch drove a potentially faster car with fuel injection, it was Hansgen who held the lead for the final 33 laps of the 38-lap, 152-mile feature. Hansgen staved off a last-minute bid from Fitch and beat his confrere by a scant 1½ seconds.

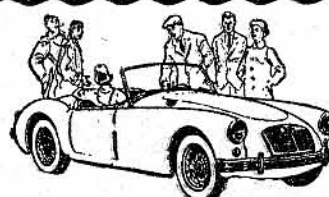
Carroll Shelby's 3-liter Maserati was scratched because of a reported broken crankshaft. Shelby had planned to run the Fangio-Sebring Maserati, pur-

chased by John Edgar, but it did not arrive in time.

It is interesting to note that Shelby's practice laps were equal to the fastest lap recorded

for the race. J. M. R. Lyeth, Grosse Point, Mich., 4.5 Ferrari, finished a strong third, 6 seconds behind (Continued on Page 9, Col. 3)

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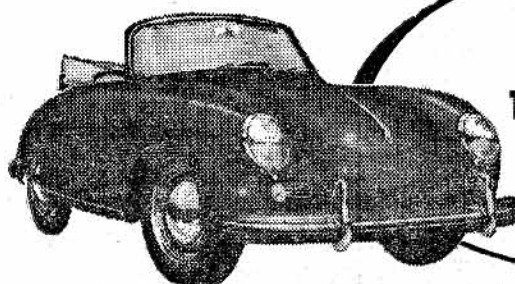


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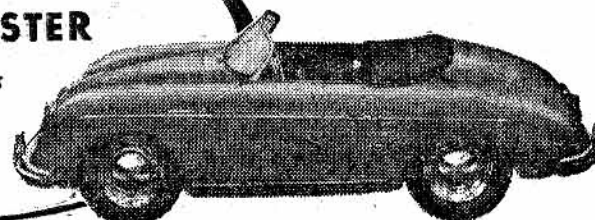
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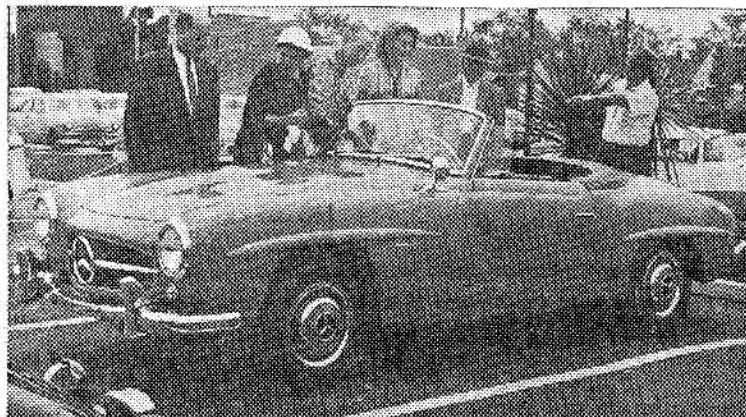
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—Gene Simon.
SAPPHIRE FROM STUTTGART, with rare record of 9 first places in the 9 concours it has entered, is this Mercedes-Benz 190SL. It is owned by Jack Coerne, ex-president of the M-B club, shown at right pointing to car at Stears Restaurant concours.

EDITORIAL

(Continued from Page 2)

OUT as president of the Cal Club. There has been talk that he will resign. So far he has not.

Nor are these recent capers anything new.

During his first reign as **PRESIDENT** of the CSCC—yes, fantastically enough, he has been named to the top spot **TWICE**—he was protested at Palm Springs for illegal fenders and use of questionable fuel in one of two gas tanks on his mount. He changed the fenders—the equivalent of admitting an infraction of the rules—and was absolved of the other charge.

At a Palm Springs Victory Banquet he created a scene when he pushed his trophy back and told Dr. Karl Brigandi, "You need this more than I do."

At one tech inspection he bombed his car out of the joint, almost running over a driver. There are witnesses to this.

At Torrey Pines another terrific howl went up when he charged through the pits at a fantastic speed.

When his name is mentioned at two firms that formerly employed him, there is a furor.

Let The Northerners In On It

The editor of an English motoring publication roused him for some charges he made in a letter to that sheet.

He personally told this writer he "had something to do" with Gold Suit's stock car races being scheduled on the same day as the SCCA races at Palm Springs last November.

Then, last January, came the reprehensible jacket-throwing episode at the Pomona races.

Copies of this issue of **MOTORACING** are being sent to every member of the San Francisco Region of the Sports Car Club of America.

And a special copy to Mr. Lou Gold, whom Miles and the club have approached regarding the staging of the Fort Ord races.

If Miles is successful with the northern venture, fine. Maybe he can stay up north, although it is indeed a terrible thing to wish him on those fine people in the Bay Area.

The only good thing about pain is the relief from it.

The only good thing we can say about Miles, although at the moment the hope is slim, is that we might be relieved of him.—**GUS V. VIGNOLLE.**

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PARAMOUNT RANCH ROAD RACES

(Continued from Page 1)
race in the over-1500 main event. Miles lost this deal, too.

7. The heat was abyssmal—near the 100 mark—many cars broke down, and more than one driver pulled out when they saw "spots before their eyes."

Miles, who is constantly in hot water, whether in SCCA races or in the club he heads, was cer-

yesterday. They were piloting MGTDS.

BOTH CARS FLIP

Lynch lost control out of turn 3 and flipped. At the same time, de Lado overturned—and the two cars collided while all eight wheels were off the ground! (See Spectacular Cover Photo.)

Lynch skidded on his head through the tunnel, with de Lado slashing on his side part way through the underpass.

They were taken to the Northridge Receiving Hospital.

Minor injuries also were suffered in the same race by Vaughn Oberman, freelance photographer, who was struck when Cliff Hensley's MGTD sailed into the embankment on turn 5.

Both ambulances were away and almost an hour ensued before the second race got underway. Veterans racing observers excoriated the starter and club officials for not stopping this race.

Two races later, Michael Roetnor, Encino, suffered a cut chin when he slashed his Triumph TR3 into a guard rail.

And today, John Lyon, Torrance, suffered a broken arm when his MG Mk. II whipped into the embankment on turn 5 and flipped during the first race.

In the one-hour main event for the over-1500cc modifieds, Daigh, ace mechanic from Long Beach, shot into the lead at the start and stayed there for the full 37 laps, averaging 74.2mph, .5 of a second slower than the top average posted in four runnings at this course (the record is 74.7, set by Miles in a Porsche-Cooper last Nov. 18).

20-SECOND VICTOR

Daigh won by a fat 20 seconds from Pete Woods, piloting Ronnie Milosevich's revamped D-Jaguar. More than a lap behind came Bob Drake, Aston Martin; Jim Parkinson, Austin-Healey, and Bob Oker, AC Ace-Bristol (for the 1st time not running right).

Jerry Austin, driving his D-Jag smoothly, was second after the first time around, but Woods, who had been fighting (Continued on Page 11, Col. 3)

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PARAMOUNT RACE CHARTS

4th running Paramount Ranch—Road Races presented by California Sports Car Club, Course—2 miles. Compiled by Long Beach MG Car Club Scoring Team under DOUG BAILEY, scoring marshal. Data on non-finishers by MYRA JONES, Women's Sports Car Club.

SATURDAY, JUNE 15

RACE NO. 1—Prod. under 1300cc. Time, 16:07; Laps, 8; Avg., 59.6; Miles, 16					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	263		West, Willie	Alfa Romeo Spy	F 1
2	247	1	Dair, Jack	MGTF	2*
3	20	2	Patton Robert	Alfa Romeo Giul.	3*
4	237	3	Taylor Sam	MG MK11	4*
5	189	1L16	Davis, W. M.	MGTD	5*
6	31	31	Yearian, Tom	MGTD	6*
7	142	32	Sperry, Gerald	MGTD	7*
8	135	2L34	Lyon John	MG MK11	8*

* Under 1300cc. MG 14 starters (13F, 1G). Did not finish: 00, Martin Hosch, Alfa Romeo, black-flagged for erratic driving; 3, Cliff Hensley, MGTD, catapulted into spectator area on turn 5 after hitting hay bales; 156, Joe Lynch, MGTD, flipped after hitting 313, skidded through tunnel on his head; 158, Mark Michienzie, MGTD, spun into hill on turn 5; 196, Bud McAbee, Dyna Panhard; 313, Attila de Lado, MGTD, flipped under bridge.

RACE NO. 2—Prod. 1300 to 1500cc. Times, 17:30; Laps, 10; Avg., 68.6; Miles, 20					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	77		Forbes-Robinson, E.	Porsche Carrera	F 1
2	318	9	Nelson, Gary	Porsche Carrera	2
3	231	10	*Parkinson, Jim	MGA	3
4	72	30	Moore, Jimmy	Porsche SS	4
5	110	52	Dixon, John	MGA	5
6	67	53	Brigham, Bob	MGA	6
7	62	60	Lumkin, J. E.	MGA	7
8	128	78	Scurlock, Bob	MGA	8
9	175	80	Schulman, Robert	MGA	9
10	194	92	Nichols, Frank	MGA	10
11	55	99	Hammond, Stevens	Porsche Spst.	11
12	56	1L04	Vandrieff, Skip	MGA	12
13	34	05	Montonen, Henry	Porsche 1500S	13
14	169	43	Demetras, George	MGA	14

*—DISQUALIFIED WHEN JUDGES SAID THEY FOUND THE MGA "NOT STOCK."
19 starters (19F). Did not finish: 17, Jim Orr, MGA, loose bonnet; 89, Ray Pickering, MGA, sucked valve; 141, Sandy Sinclair, MGA, lost clutch; 176, David Eyraud, MGA, car not acting right; 206, Alden Glickman, MGA, blew head gasket.

RACE NO. 3—Prod. 1500 to 2700cc. Time, 17:17; Laps, 10; Avg., 69.5; Miles, 20					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	59		Parkinson, Jim	Austin Healey	D 1
2	213	4	Oker, Bob	AC Ace-Bristol	2
3	711	12	Dixon, Bill	Siata Fiat	3
4	48	35	Crowder, Gordon	AC Bristol	4
5	200	76	Dantzsch, Wm.	TR 3	5
6	147	77	Klingensmith, Bill	Austin Healey	6
7	331	103	Shipman, Richard	Austin Healey	7
8	162	104	Windhorst, Robert	Austin Healey 100M	8
9	52	110	Dean, Phil	Austin Healey	9
10	107	1L01	Bowers, Rod	TR 3	10
11	157	11	Peters, Jesse	Austin Healey	11
12	174	19	Shillam, Dr. Dennis	Porsche 1600SS	12
13	146	28	Pryor, Hugh	Austin Healey	13
14	144	59	Simon, Harvey	AC Ace	14
15	251	61	Coffin, James	Austin Healey	15
16	233	108	Morton, Arthur	Austin Healey	16

21 starters (11D, 10E). Did not finish: 59, Jim Parkinson, MGA, protest allowed (LeMans gears in transmission); 85, Jerome Whitelock, AH, hit green Tr2 on turn 1, first lap; 109, Austin Davis, Lancia, crankshaft through the block; 112, Thomas Hagen, Tr3; 197, Michael Roetner, Tr3, cut car almost in half on turn 1 guard rail; 204, Don Hulette, Tr2, black-flagged for spilling gas.

RACE NO. 4—Prod. over 2700cc. Time, 17:27; Laps, 10; Avg., 68.8; Miles, 20					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	38		Bates, Jack	Mercedes 300SL	C 1
2	125	23	Clarke, Laurence	Corvette	2
3	51	24	Love, William	XK120	3
4	28	51	Jones, Harry	Mercedes 300SL	4
5	256	52	Aarons, Gerald	Corvette	5
6	93	54	Evans, Art	XK120	6
7	180	55	McGee, Jerry	Corvette	7
8	13	102	Brassell, Chuck	Corvette	8
9	171	103	Harris, Bob	XK120	9
10	283	110	Porterfield, Andrew	Corvette F 1	10
11	60	1L1	Kadin, Jim	Corvette	11
12	170	4	Sherrod, George	XK120	12

15 starters (13C, 2D). Did not finish: 69, Bob Weller, Jaguar, blew piston; 80, Jim Matthews, Jaguar, blew freeze plug; 500, John Watkins, Corvette, lost fan belt on grid.

RACE NO. 5—Formula III, Time, 17:10; Laps, 10; Avg., 69.85; Miles, 20					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	16		Geslin, Jean	Cooper Norton	1
2	212	44	Black, B.	Dane Triumph	2
3	100	1L95	Frank, Jim	Norton Spl.	3

8 starters. Did not finish: 4, Rolf Roth, Cooper Norton, lost gear shift lever bolt; 5, Dick Rogers, Cooper Norton, broken gear box; 21, Jack Brink, Brinks Spl., lost compression, stopped out on course; 68, Terry Lamoureux, lost drive sprocket; 201, Harry Morrow, Cooper Norton, broke left rear universal joint, shaft took out wishbone.

RACE NO. 6—Modified under 1000cc. Time, 18:17; Laps, 10; Avg., 65.6; Miles, 20					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	160		Verrecchia, Rico	Crosley Spl.	G 1
2	12		Snow, Douglas	Nichols Panhard	2
3	16	13	Bishop, Nobles	Crosley Spl.	3
4	7	22	Peron, Perry	Panhard	4
5	32	41	Holbrook, Robert	Crosley Spl.	5
6	137	71	Brown, Jack	Crosley Spl.	6
7	159	88	Verrecchia, Viv	Crosley Spl.	7
8	45	1L02	Winters, Paul	Renault Spl.	8
9	53	2L33	Henley, Dick	Crosley Spl.	9

13 starters (12H, 1G). Did not finish: 15, Lee Bernhardt, Crosley Spl., dirt in gas line; 35, Jack Wilder, Nicholas Panhard, lost his horses in turn 11, necessitating illegal entry to pits; 87, Dean Patterson, Crosley, blew clutch near bridge; 255, Terry Hall, Renault, broken axle.

RACE NO. 7—Modified 1000 to 1500cc. Time, 16:34; Laps, 10; Avg., 72.5; Miles, 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	50		Miles, Ken	Porsche Spyder	F 1
2	44	24	Monise, Frank	Lotus MKXI	2
3	57	32	McAfee, Jack	Porsche Spy	3
4	63	49	Lozano, Ignacio	Lotus MKXI	4
5	151	51	Miller, Leon	Lotus MKXI	5
6	90	52	Roberts, Donald	Lotus MKXI	6
7	27	54	Conklin, Jack	Lotus MKXI	7
8	102	61	Nethercutt, Jack	Lotus MKXI	8
9	26	70	Hand, Bud	MG Spl.	9
10	97	73	Scott, William	MG Spl.	10
11	227	83	Curtis, Eugene	OSCA	11
12	150	97	Newman, Fred	Lotus MKXI	12
13	25	1L34	Chaffee, Jim	MG Spl.	13
14	214	78	Brigandi, Dr. Karl	Abarth-Fiat	14
15	40	81	Corazza, T. R.	Porsche Cooper	15
16	127	2L8	Wilson, James	MGTD	16

22 starters (12F, 10G). Did not finish: 37, Stan Peterson, MG Simca, fouled plugs on start, replaced during pit stop and later throttle stuck open; 91, Harvey Mayer, Lotus, cracked intake manifold; 109, John Laurence, MG Spl., broken axle; 167, Dan Hernandez, Lotus, hit hay bale in turn 11; 191, Russell Hamilton, Denzel, hit hay bale after being cut off by another car; 271, Russell May, Porsche Spl., oil cooler blew up.

RACE NO. 8—Modified over 1500cc. Time, 16:10; Laps, 10; Avg., 74.3; Miles, 20					
Pos.	Car No.	Sec Behind	Driver	Make of Car	Class Position
1	138		Daigh, Chuck	Troutman-Barnes Spl.	B 1
2	133	6	Austin, Jerry	D Jaguar	2
3	181	23	Porter, Chuck	Mercedes-Buick	3
4	155	50	Erb, Harold	MGTC s/chg	4
5	211	67	Dillaway, George	Aston Martin	5
6	70	68	Hauser, Eric	Balchowsky Spl.	6
7	7	92	Wheeler, Howard	Ferrari 2.0	7
8	149	1L03	Bondurant, Bob	TR 2	8
9	195	07	Haggerty, John	Ferrari Mondial	9
10	163	09	Breskovich, Jack	Cad Allard	10
11	66	35	McQuillen, Don	Gary Spl. TR 2	11
12	1	45	Leyden, Bill	Triumph Sp.	12
13	71	48	Pearson, Ron	Volvo Rdst.	13
14	99	2L33	Danielson, Bruce	Ferrari M 1.9	14

16 starters (5B, 2C, 2D, 7E). Did not finish: 14, Bob Smith, Cad. Kurtis, threw fan belt twice; 101, Wm. McDonald, AH Chevrolet, clutch springs went out.

(Continued on Page 11, Cols. 1 and 2)



Myra's Clipboard

By Myra Jones

NOTES FROM THE
PARAMOUNT PITS

4th Paramount Road Races—June 15-16
—California Sports Car Club

BOY! It was another hot one. We seem to be doomed to have the weather either hot or cold. It was interesting to see which cars preferred the heat or the wet. Harold Erb decided that his supercharged MG-TC 155 likes the wet weather best—remember how well he did at Santa Barbara in the rain? Saturday wasn't too uncomfortable. There was a high overcast which kept down the heat, but Sunday was bright and hot—the beginning of a Los Angeles heat spell. Bill and Ruth Doushess lost their mount when one of them (I can't re-

HARD LUCK TROPHY

Pacific Sports Car Club's "Hard Luck Trophy" went to Dick Lord and "His Team" from Pomona. He sponsors a group of cars and they all had trouble. At Santa Barbara he lost 4 out of 5 entries and at Paramount it was a series of problems.

Mark Michienzie (MGTD) spun into the hill at turn 5. Sunday, he sucked a valve just as he received the green flag.

Joe Lynch (MGTD) received severe injuries when his car flipped and he skidded on his head through the bridge. Jesse Peters (AH) finished the last seven laps of Sunday's race with a deflated tire. Fred Newman (Lotus) collapsed after driving his first hour race. He had held 3rd position until the last lap when another Lotus sneaked by him. He had hoped to take third place trophy home to the owner, Joe Lynch, who was in the hospital.

member which one) ran their Tr3 84 into a haybale on turn 5 during practice. A hole was pushed through the radiator.

Martin Hosch was having handling troubles with his blue Alfa Romeo, 00, during practice. He hit the hay bales coming out of turn 11 and then a few laps later lost it just past the impound area. He hit the hay bales into Bob Conway's car which was parked in his pit. Carlyle Blackwell had just said that if the row of hay bales kept just one car out of the pits they would be worth the extra expense. They stopped 00 from doing too much damage.

A choice comment I overheard following Cliff Hensley's flight through the air onto the top of the hill at turn 5—"I never expected a car to come up on top of this hill, much less an MG." That had always seemed to be a comparatively safe location for these eager-beaver photographers but after No. 3 actually going up there and 135 almost getting there, I have my doubts.

Hensley had a green horseshoe stuck in the radiator of his car. He wasn't hurt and the car wasn't badly damaged.

The first race Saturday provided more troubles than all of the rest of the races put together. While one ambulance was picking up the injured on turn 5 following the flight of No. 3 and the spin of 158 (he hit the hillside at the same spot), the other ambulance was busy at the scene of the other accident in the tunnel. No. 156, Joe Lynch, lost control coming out of turn 3. He flipped and at the same time 313, Attila deLado flipped. They hit each other while all eight wheels were off of the ground. Joe skidded on his head through the tunnel and Attila skidded on his side part way through. Both boys were injured but they are making satisfactory progress.

Race 2 was late because of the accidents and Pete Aumaier had to go to Hollywood to work before his race started. . . . Gil Bloemendaal, 22 Austin-Healey, lost second gear during practice.

Mich Michelmore flipped over twice between turns 9 and 10. The left rear wheel was badly bent on his Porsche.

When Bob Brigham heard that Sandy Sinclair had lost the clutch on his MGA during the second race, he called his shop and asked them to set a clutch assembly outside so that Sandy could pick it up after closing time. Sandy appreciated Bob's efforts.

Bill Black in 212 Dane Triumph had the throttle slide break, which left the throttle wide open. He finished his race using his ignition switch.

Jim Frank finished third in 100 Norton Special with a broken exhaust pipe and frame at the engine mount. . . . Ed Barker was having trouble with 40 Porsche Special. They had changed the clutch and brake brackets but left the old ones in place. As he would shift, a chain would become slack and then catch on the old brackets. It was a bit disconcerting to come into a fast corner in neutral.

Hal Moody, Perry Peron's mechanic, was awarded the Honorary Mechanic's Trophy by the Long Beach MG Club during the drivers' meeting. Any nominations for this trophy should be presented in writing to the LBMGC. . . . Skip Conklin, in 27 Lotus, had trouble with the clutch linkage during his race but he finished.

Bob Oker drove the last part of his race without any water. When asked, "How come?" he said, "Steen C. . . ."

John Haggerty had the carburetor linkage on his Ferrari Mondial 195 stick open and fouled the plugs on the starting grid. By the time he had them cleaned again it was too late to start.

Jesse Peters drove the last 7 laps of the half hour race with a tire on his Austin Healey almost flat. . . . John Dixon had a broken rocker arm in race 7 but he replaced it in time for Marie to use the car in the women's race.

By the way—watch the Van Nuys News and Green Sheet for a new sport car column covering news of the races. The Scotts had their troubles again. Bill nursed their MGTD to a sixth place class spot with a fuel pump that was most unenthusiastic. It was too

bad that Linda couldn't get into the women's race because she always drives a good race.

The Jaguars had a mighty hot time—they don't like this extremely hot weather. Several of them came into the pits boiling, including Bob Harris, in 171, and Wm. Love, in 51.

Leon Miller made a quick pit stop

with his Lotus 151 when he was having trouble with vapor locks. He should have stayed there because a few laps later he went over the bank into the rocks between turns 5 and 6.

Bill Leyden, 1, and Donald McQuillen, 66, tangled on turn 5. Donald came into the pits to get his door fixed and was able to finish the race but Bill continued for a while until his shifting lever came out.

Laurence Clarke finished 8 laps behind the leader. He had fuel line trouble. . . . Bob Windhorst drove with only 3 cylinders after 4 laps of a half hour race. In spite of this he was able to take 12th overall and 5th in class out of 32 starters.

Phil Dean finished 4 laps behind the leader. The grease seal on the front wheel of his Healey, 52, caused his brakes to lock and he had to spend time in the pits making repairs.

Thanks to all my chiefs assistants—Davine, Warshawsky, Katie Baker, Doug Bailey, and many of the drivers and their pit crews who make it a point to tell me why they were a DNF

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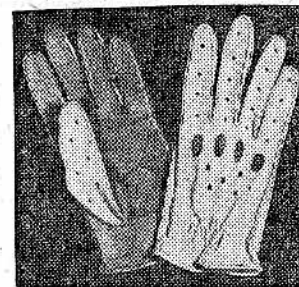
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San Francisco Newsletter

Dear Gus

By Tom Wilson

THIS THING GETS FUNNIER
AND FUNNIER AND FUNNIER!

DEAR GUS:

Karl Kuckner puts out a very interesting monthly sheet for the New England Region of SCCA, but recently he goofed and ran a few lines that were contributed by a West Coast correspondent under the pen name of "Clemency." He was deluged with letters from the Wheels of Westport, who had visions of a pigeon who was chicken and wouldn't sign his own name. Any goof could recognize the fine "Eyetalian" hand of Clemency de Foigras, one of Pogo's pals, but these big executive types were sure that they had a peasant who was a suitable subject for a human sacrifice. But it appears that "Clemency" has trapped them — by their own words they shall be judged.

Bill Lloyd (executive vice-pres. of SCCA and heir apparent to Jim Kimberly's job, if the royal line is to be continued). ALSO — President of Thompson Raceway—what do they sell?—Quote: "I can assure you that no promoter is going to PAY professionals when he can get darn good amateurs for FREE." "Clemency" merely commented that this boy seems to have a pretty good racket, playing both ends against the middle and doesn't seem to be shy in telling the suckers about it. Gus, do you think that the peasants will hold still for that deal come next election time?

Bill Fleming, business manager of SCCA, a position drawing much loot, bawled out Kuckner for printing such tripe. I don't think Kuckner will take it lying down. Quote: "I was the guy who asked for \$2300 expenses at Reno in 1953 but I caught bronchitis in the rain." "Clemency" remarked that he knew he would smoke that guy out eventually and that he also knows of 95 other guys who swam that race on the turns and caught nothing but hell from Ed Gaspar, the race chairman. And paid their own expenses.

SCCA EXPANSION?

Larry Reid, a sports car writer with a sponsor, who seems to hold every job in SCCA but sweeping out the hall after the meetings: Quote: "SCCA plans to inaugurate, in 1958, a National Rally Circuit, similar to the National Racing Circuit, which will provide a year-around program of National Rallies. The National Rallies will carry championship points for the contestants. As in the case of National Races, sanction for the National Rallies will have to be had. The committee has nothing—and wants nothing—to do with regional events." "Clemency" says, "This guy seems to be a good, hard-working Joe who is not dipping too deep in the trough, but how naive can that boy get! Hasn't he heard of the National race set-up, those championship points and those junkies of official observer\$? There isn't that much dough in the Rallye Racket. At least the regions can take it or leave it—just as the racing regions are doing."

SHALL WE DANCE?

Gus, I am waiting with bated breath to hear what the National Contest Board does about the Hansgen-Fitch treatment of Bruce Kessler at Lime Rock. Last year, the late Lou Brero was black-flagged out of a win at Fort Worth, in spite of Carroll Shelby's protest; but Lou was given a fair and just trial by the Contest Board and was escorted to the city lim-

its. I hope that Bruce is also given a fair trial or maybe Briggs Cunningham will get himself some new drivers. I hope those guys do the decent thing and go rob a bank.

Here is a spectator's reaction to that race—from Karl Kuckner's "Pit Talk." Quote—"Honestly, it was brutal and I think it was the starkest display of dirty driving tactics I've ever witnessed in my many years of watching sports cars race. It became apparent so quickly what the deal was — they bumped the Testa Rossa, forced it to go over to the shoulder on the S turns, etc., clouds of dust, etc. The Testa Rossa (Bruce Kessler up) finally took over on beginning of last lap and then lost it. The rough stuff had started to a different degree when the first three cars started lapping the slower cars as you can imagine—traffic! When you witness a couple of cuties like Hansgen and Fitch pull their dirty tricks in a ten-lap amateur race on a beautiful Sunday afternoon, the hell with it."—George Brandon, Hudson, N. Y.

KEN MILES MOVES IN

At that recent San Francisco meeting, several of the Wheels of local clubs were cornered with Ken Miles, so it probably is a deal for a local club to do the dirty work for a nominal cut. There is no charity involved—not with the Cal Club.

Miles also informed Jean Pi. (Continued on Page 9, Cpl. 1)



—Vignolle & Powell.

MAKING A HIT at Paramount Ranch road races was this 600 Multipla Fiat bus, which served as MOTORACING press headquarters. At left, reading MOTORACING, are Carmela Martin and Dusty Brandel. Ben Martin is at right. In other panel are Dick Hayes, service manager at Bernardino's Fiat emporium in Valley, left, and Al Torres, the well-known race starter.

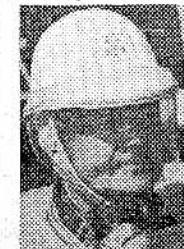
ROBBIE'S TECHNICAL ANALYSIS FOR PARAMOUNT:

Daigh's Early Charge Big Help

By E. Forbes-Robinson

(Noted Australian production car driver and former journalist)

If you've ever wondered, even in a long race, why all the cars blast off the starting line—it's because the first car into turn 1 in any race has a big advantage, and this is particularly true in the over-1500cc event. The first car through turn 1 has a clear track, while the other cars are fighting for position. If, for example, two cars can turn exactly the same lap time, but car No. 1 hits turn 1 first, while car No. 2 is blocked, it then takes him two laps to pass the cars which are almost as fast but not quite. While this is going on, car No. 1 is building up an 8-second lead with the clear



E. FORBES-ROBINSON

track. Now if they lap exactly at the same time from here on in, car No. 1 will win over car No. 2 by 8 seconds.

The lead Chuck Daigh built up at the recent Paramount races while Pearce Woods was fighting traffic is a good example of this. However, one of the interesting points in this race was the way Daigh kept tab on Woods. By the time they had both settled down to driving a very hard race, Chuck was rounding turn 2 and starting down under the underpass as Pete was crossing the bridge into turn 1.

DAIGH HARD WORKER

Chuck was working hard but managed to keep Pete at the same spot by the bridge. This went on for about 45 minutes. Then Chuck, whose water temperature had been rising, wanted to stroke for a few laps. Pete

was very co-operative inasmuch as he also had to slow down at the same time.

Pete had worked all night Friday getting the car ready. Upon starting Saturday morning, a valve stuck in the valve guide and bent the valve stems—so late into the night again Saturday repairing the engine.

Well, this lack of sleep finally caught up with Pete after 45 minutes of the main event, when coming around turn 2 and heading towards the tunnel a few black spots in front of his eyes gave him a clue that he was working too hard in the heat, so Chuck and Pete both slowed down at the same time, and the distance remained the same until the end of the race.

Chuck makes driving the Troutman-Barnes look very easy; however, he was having his to stroke for a few laps. Pete (Continued on Page 9, Cols. 1-2)

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• The Rallye Scene

By Gail Ann Holden

1956 SCCS CHAMPION NAVIGATOR

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With these enticing words, Rallymaster Bruce Landers convinced many prospective rallye enthusiasts that the First Annual Sleeping Bag Rallye of the San Fernando FCCA would be well worth entering. So it was. **AWAY FROM SMOG**

Early on Saturday morning, June 15, 112 cars lined up for the start of a rallye that was to cover over 500 miles of rugged and beautiful California countryside in two days. The overnight stop was made at Camp Whitsett in Sequoia National Forest, where steak dinners were prepared and a smog-free night under the stars was enjoyed by all.

By combining the familiar sport of the navigational rallye with an overnight camping trip, Landers—ably assisted by his wife, Sebie, and Bruce, Jr.—successfully put on an event which may well prove to be the high-point of this rallye season.

CHALLENGING EVENT

The First Annual Sleeping Bag Rallye was an excellent and challenging navigational

event. But more than that, it was a chance to go some place and enjoy the company and scenery as well as the competition itself.

Three cheers for the San Fernando Valley FCCA and for Rallymaster Landers, who is already busy working on next year's Sleeping Bag Rallye. Plan on buying at least twice as many steaks, Bruce!

CALENDAR

JUNE

- 29-30—New York SCCA Sports Car Races, Thompson, Conn.
- 30—Riverside Racing Ass'n Sprints or Modgets, De Anza Park, Riverside.
- 30—500cc Club of America and Grand Prix Riders' Races, San Diego.
- JULY**
- 4—Pikes Peak Climb, Colorado Springs, Colo.
- 6-7—Glen Region SCCA, Glen Classic Race, Watkins Glen Grand Prix Course.
- 6-7—San Jacinto SCCA, "Un Cran Carrera Le Fite," Municipal Airport, Galveston, Texas.
- 7—French Grand Prix, Rouen.
- 14—Washington SCCA Road Race, Marlboro, Md.
- 20—British Grand Prix, Aintree.
- 27-28—CSCC Sports Car Races, Pomona.

Call Sports Car Information Center EM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.

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RALLIES

JUNE

- 28—Republic Motor SC Sight Surprise Rallye.
- 28—El Camino Concours.
- 29—Paramount Studio SCC "Ye Olde Merrie Chasse Rallye," Ollie Hammond's Steak House, 91 No. La Cienega, 8:30 a. m.
- 29—MG Car Club of America Rallye, Hody's Lankershim & Oxnard, 7:30 p. m.
- 29-30—Central N. Y. SCCA Rallye.
- 29-30—Colorado SCCA Lookout Mountain Hill Climb.
- 30—Arrowhead FCC Mountain Rallye, Stater Bros. Market, So. Sierra across from Kaiser Hospital, Fontana, 9 a. m.
- 30—Austin Healey OC "Sir Walter Rallye," Sears Parking Lot, 4th & Olympic, Santa Monica, 8:30 a. m.
- 30—Santa Monica FCCA Hill & Gully Rallye, Sears Parking Lot, 4th & Olympic, Santa Monica, 8:30 a. m.
- 30—Renault Owners COA "Gamblers Rallye," Sears Parking Lot, Compton, 9 a. m.
- 30—N. W. Ohio SCCA Rallye.
- 30—Kansas SCCA Treasure Hunt.

JULY

- 4—Mercedes Benz Club of America Poker Rallye, Crazy Legs Restaurant, 12010 Ventura Blvd., Studio City, 9:30 a. m.
- 4—Thunderbird FCC Concours d'Elegance, Pomona Fairgrounds.
- 5-12—Alpine Rallye, France.
- *6-7—Santa Barbara FCC 12-hour Open Rallye, Safeway Parking Lot, Milpas & Montecito Sts., Santa Barbara, 10 p. m.
- 7—Hughes Employees ASCC & Ramo Woolridge SCC Gymkhana, Ramo Woolridge Parking lot, East of 5730 Arbor Vitae St., Inglewood, 9 a. m.
- *13-14—Northrop SCC Fourth Sierra Rallye, Northrop Plant between Crenshaw and Prairie Blvds., on Broadway, Hawthorne, Sat. 11 a. m., approx 12 hrs.
- 14—So. Bay SCC Second Annual Gymkhana.
- 14-3rd Annual Blarney Castle Sports and Race Car Festival, Blarney Castle, 623 So. Western (near Wilshire).
- 19—Philadelphia SCCA Hill Climb, Wilkes-Barre, Pa.
- 21—Santa Monica FCCA Annual Rally D'Oro, Rose Bowl Parking Lot, 8:30 a. m. Muscular Dystrophy Charity event.
- 21—Le Cercle Concours d'Elegance "Summer Holiday" Concours, Holiday Motors, 5015 Van Nuys, Sherman Oaks.
- 21—San Francisco SCCA "Surprise Rallye."
- 24-28—Adriatic Rallye, Yugoslavia.
- 27—Western SCC Poker Rallye.

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ROBBIE'S TECHNICAL ANALYSIS

(Continued from Page 7)

problems with the car, and it was a handful.

DRAKE DRIVES SMOOTHLY

Bobby Drake was in 6th place driving the Aston Martin very smoothly and very fast, but unable to catch the faster cars in actual lap times, so he sat back and maintained position, waiting for the car up front to have car trouble—overheat and slow down.

First of these was Chuck Porter. Chuck's car was the most affected by the delay on the starting line, as his car was to the boiling point when the starting flag dropped. However, he was 2nd into turn 1 behind Daigh but the car was too hot to take full throttle, and would cough a couple of times before taking hold. This allowed Jerry Austin to pass him on the outside of turn 1—as a car cannot be worked and stay cool at the same time.

Eric Hauser passed Chuck on the 2nd lap, while Drake went by him on the 4th lap. The heat whipped Porter's efforts to push the car, so he stroked it until he finally dropped out with only a few laps to go.

Here Drake moved up into 5th position, and next was Hauser running a very cool 4th, not pushing the Balchowsky Special hard because in his race planning he had intended to stay with the leaders, or as close as he could easily, then wait and see what the heat would do with the front runners. Eric was just 1 second behind Austin and holding it when on lap 6, the steering knuckle arm broke—right in the middle of turn 1. Eric and Max would do well to test their own car in future. So Bobby, holding a very consistent lap time, moved into 4th overall and held a 1st in class.

CONSISTENT RACE

Austin, whose D-Jag is just not as fast as Wood's, drove a very well planned and consistent race but had to retire when his clutch gave out after holding 3rd place for the entire race and only two laps to go.

The under-1500cc modified race was sadly lacking in competition, and this was because Ken Miles, who eventually was disqualified, has a newer and aster car for every race. Nobody can keep up with his equipment, regardless of how well they drive. So, until

DEAR GUS

(Continued from Page 7)

erre Kunstle that he could race with CCCC, since their Board had never taken a stand on the Sebring issue. I'm anxious to know if all the drivers who race with Kunstle will be suspended by Eb Lunken. Stacey Carkhuff made the Miles ban stick at Salt Lake with that threat. Now if Art Bunker will move to Calif., it will all be kopectic. Podner, when you get west of the Brazos, you've got it made—no posess will follow you—not even Charley Hughes. Especially if your co-driver was Ken Miles.

Gus, don't close that deal until you hear from me.

With best regards,

tom wilson

someone else decides to spend the same amount of money on cars as Ken can tap Von Neumann for the under-1500cc modified race will always be Miles' 1st.

Jack McAfee drove a very good and fast pace, considering the car he was driving might have won a race two years ago. Everyone in the pits was wishing Jack could have had an R. S. also.

HANFORD VS. MONISE

The real battle was between Harry Hanford in the Osca and Frank Monise in his Lotus. Harry and Frank were both having their problems. First of all, Harry could not figure proper tire pressures for the Osca, as the car was new to him. As a result, he was skating for a solid hour and doing a masterful job of it as well. However, he could not skate it quit fast enough to catch Frank, and here is what was going on just 4 seconds in front of him.

As we all know, it was just plain hot, and in a Lotus this is quite enough trouble to cope with, but to top this off Frank's car was leaking a bit of oil, and the fumes were coming into the cockpit, nauseating him. Fighting off the sickness from the heat and fumes, Monise managed to hold 3rd by just 4 seconds. We now refer to him as Frank (I-could-sure-use-a-salt-tablet) Monise.

Bouquets for this race go to a much improved driver, Willie West, and his Alfa-Romeo Spyder. Willie drove both clean and fast on Saturday and Sunday.

Letters to Editor

(Continued from Page 2)

climbs a stepladder," he says. Of course, that's absolutely wrong. Most cars don't go up in fire, true enough, but some do; and there are always freak accidents. Bernard Cahier reports the case of a driver who turned his Maserati over at one of the European events. It was not a bad flip, and they got the luckless pilot out in a hurry. But he died soon afterwards of burns. With flame-proof clothing, he would be alive. As would Lou Brero, possibly. And remember, although Miles drives a factory Spyder (or the next thing to it), a whole cartload of us tool home-constructed Specials—many of them more jerry-built than the Maserati-Chevrolet at Hawaii. And anything can happen in a Special! While traveling down the backstretch at Palm Springs in a Special of this nature recently, I was suddenly drenched with gasoline. The car was ticking ninety-two. If the gasoline had caught a spark, that would have been it for me. And I'm sure quite a few others have had similar experiences. So why not insist upon fire-proof suits? That's the question, I think. Not why? But why not? What the hell, it only takes a few minutes to soak your suit in a Borax compound; or, you can get the whole works, all mixed, at Jack McAfee's and other garages. And if in ten years of racing, this measure saves but one life, who is to say that it was not worthwhile?

Miles is right about haybales, just because this happens to be his own personal bugaboo, he shouldn't knock other improvements. My feeling is this. Since we are an amateur sport and since our position is, at best, precarious in the public and civic eye, every effort—however small—should be made to insure the safety of drivers and spectators. Kill off enough pilots, have just one Le Mans-type accident, and that will be the end of motor racing in California; perhaps in America.

Roll bars, improved helmets, better safety belts, replacement of pylons for haybales, a restriction of races to safe, treeless courses, flame-proof clothing—all of these things may seem far-fetched to the hard-bitten pro. But they contribute to the overall preservation of a magnificent sport, and I think, therefore, that we should endorse them wholeheartedly.

Charles Beaumont,
N. Hollywood, Calif.

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ONLY 20 SECONDS OFF

Driver Frank Fleming and Navigator Nick Marschal, driving a Porsche, won the Compton 4-Cylinder Club's SCCSCC championship rallye last weekend.

They had a fantastic 20-second error for the 232-mile event.

ELKHART LAKE

(Continued from Page 4)

Fitch. Chuck Wallace, Sebring, index winner, drove another Cunningham D-Jag to fourth.

In the semi-main, John von Neumann, Hollywood, superbly driving his 2-liter Testa Rossa Ferrari, lost his race-long 2nd position by 4 feet at the checker to E. P. Lunken, Cincinnati, driving a similar car. The two were neck and neck for nine laps. The event was won by Lake Underwood, E. Orange, N.J., RS Porsche Spyder. Underwood finished 58 seconds ahead of Lunken and von Neumann.

Ruth Levy, in Edgar's 550 Porsche, credited herself admirably by finishing sixth in a field of several 550s.

In the feature, von Neumann was outclassed but finished creditably in fifth position.

An estimated crowd of 25,000 watched the races.

Race 1—Prod. G and F Sports H. 12 laps. 40 min., 54 sec. Avg. speed of winner, 40.20 mph. 1. Don Wester, Porsche Carrera Spstr.; 2. Ray Olson, Porsche Carrera Conv.; 3. Chuck Rich-est, Porsche 1600 ss.

F—Same as Overall; G. Al Allin, Alfa Romeo Veloce; Hm, Bruce Townsend. Fastest Lap, Wester, 3 M 20.2 s. Race 2—Sports E, F and G. 20 laps. 1 hr. 57 sec., Avg. Speed 78.774 mph. 1. Lake Underwood, Porsche Spyder; 2. E. P. Lunken, Testa Rossa Ferrari; 3. John Von Neumann, Testa Rossa Ferrari; 4. Donald Sesslar, 550 Porsche; 5. Robert Donner, 550 Porsche; 6. Lunken, F. Underwood; G. Frank Baptista, Lotus Monza Mk XI. Fastest lap, Underwood, 3M flat.

Race 3—Prod. C, D and E. 15 laps. 50M 01S. Avg. speed, 72 mph. 1. Rees Makins, 300 SI; 2. Dan Fowler, AC Bristol; 3. Robert Kuhn, AC Bristol; C. Makins; D. Warren Cox, AH100; E. Fowler. Fastest lap, 3M 17.5s.

Race 4—Prod. A and B, Sports B. C and D. 38 laps. 1h15m15s. Avg. speed, 82.739mph. 1. Walter Hansen, D Jag; 2. John Fitch, D Jag; 3. J. M. R. Lyeth, 4.5 Ferrari; Bp, Jim Jeffords, Corvette, Bs, Andy Rosenber, Nash-Healey, Cs, Hansgen; D. Von Neumann, 25 Testa Rossa Ferrari. Fastest lap, Lyeth, at 2m50.10s.

JAGS CLEAN UP AT LE MANS

(Continued from Page 3)

with a collapsed piston at the start of the third hour.

At the 10-hour mark, Brooks crashed with Umberto Maglioli's Porsche, finishing both of them. Brooks suffered chest and knee injuries.

Hawthorn went out on the 58th lap

A crowd of 250,000 lined the course for the endurance classic.

The official final standings:

1. Jaguar, 3781 (fuel injection) driven by Ron Flockhart and Ivor Bueb, 4397.50 kilometers (2830 miles) at an average of 183.217 kilometers (114.5 miles) an hour.

2. Jaguar, 3442cc, Ninian Sanderson and John Lawrence, Britain, 4289.536 kilometers (2663.8 miles) average 178.731 kms. (110.9 miles).

3. Jaguar 3442cc. Jean Lucas and Jean Mary, France, 4255.155 kms. (2642.3 miles), average 177.298 kms. (110.1 miles).

4. Jaguar, 3442cc, Paul Frere and Frere Roussele, Belgium, 4169.237 kms. (2589.5 miles), average 173.18 kms. (107.8 miles).

5. Ferrari, 3783cc, Lewis-Evans, Britain and Martin Severi, Italy, 4031.618 miles, average 167.984 kms. (104.3 miles).

6. Jaguar, 3781cc, Duncan-Hamilton, Britain, and Masten Gregory, Kansas City, 4017.047 kms. (2494.5 miles), average 167.377 kms. (103.7 miles).

7. Ferrari, 1985cc, Luciano Bianchi and Georges Harris, Belgium, 3869 kms. (2403.2 miles), average 161.212 kms. (100 miles).

8. Porsche, 1498cc, Edward Hugus, Pittsburgh, and Bruce Kessler, Beverly Hills, Calif., 3848.353 kms. (2388.5 miles), average 160.343 kms. (99.5 miles).

9. Lotus, 1098cc, Jay Chamberlain, USA, and McKay Fraser, 3826.999 kms. (2376.9 miles), average 159.458 kms. (99.04 miles).

10. A. C. Bristol, 1970cc, Peter Bolton and K. Rudd, Britain, 3780.473 kms. (2347.7 miles), average 157.520 kms. (97.7 miles).

11. Aston-Martin, 2922cc, Jean Colas and Jean Kerguen, France, 3638.957 kms. (2269.8 miles), average 152.458 kms. (94.7 miles).

12. Maserati, 1985cc, Georges Guyot

and Michael Parsy, France, 3494.588 kms. (2169.7 miles), average 145.608 kms. (90.4 miles).

13. Lotus, 1098cc, Robert Walshaw and John Dalton, Britain, 3477.821 kms. (2159.2 miles), average 144.909 kms. (89.99 miles).

14. Lotus, 744cc, Cliff Allison and Keith Hall, Britain, 3477.164 kms. (2159.2 miles), average 144.882 kms. (89.77 miles).

15. Cooper, 1098cc, Jack Brabham and I. E. Raby, Britain, 3409.845 kms. (2117.3 miles), average 142.052 kms. (88.1 miles).

16. Lotus, 1098cc, Andre Hechard and Roger Masson, France, 3395.987 kms. (2108.9 miles), average 141.499 kms. (87.8 miles).

17. D. B. 745cc, Louis Cornet and Marcel Perrier, France, 3211.927 kms. (2000.6 miles), average 133.830 kms. (83.1 miles).

18. Panhard Monopole, 747 CC. P. Chancel and Pierre Hemard, France, 3192.634 (1982.6 miles), average 133.036 kms. (82.5 miles).

19. Osca, 749cc, Jean Laroche and Remy Radix, France, 3133.534 kms. (1945.9 miles), average 130.564 (81.0 miles).

20. Panhard Monopole, 747cc, Robert Chancel and Pierre Flahaut, France, 3092.647 kms. (1920.6 miles), average 128.860 kms. (79.8 miles).

21. Stanguellini, 741cc, Jean Sigrand and Michel Nicol, France, 2879.739 kms. (1778.0 miles), average 11.989 kms. (74.5 miles) an hour.

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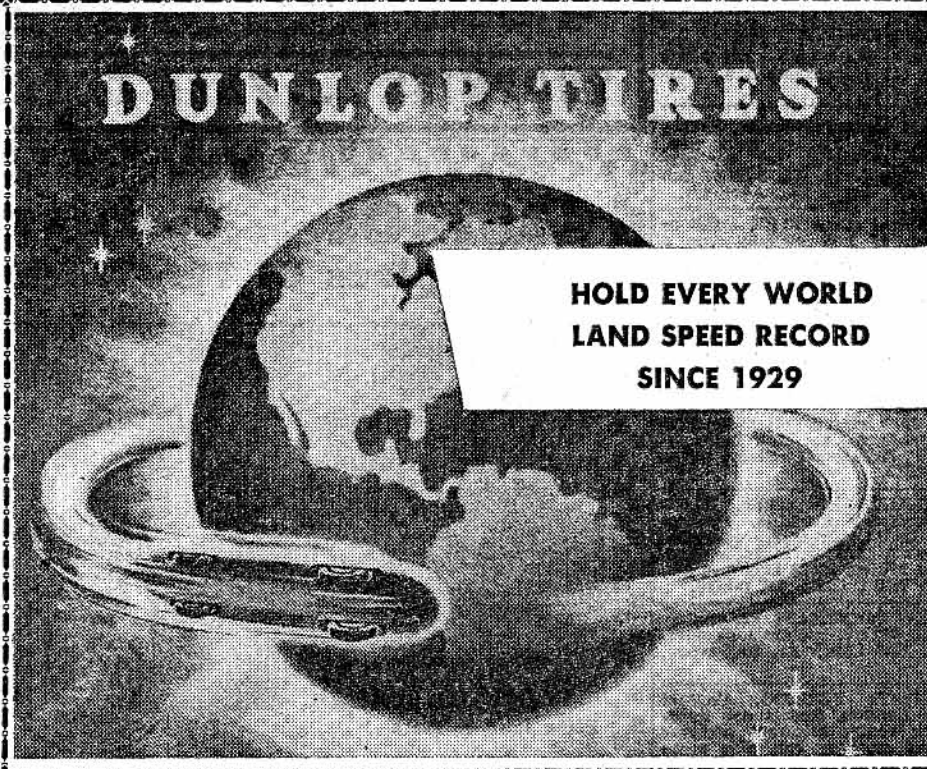


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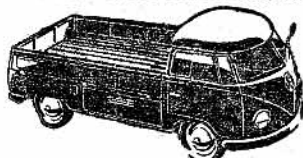
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Speed De-Emphasis —So Detroit Goes Underground—Claim

A general survey resulting from the Automobile Manufacturers' Association decision for its members to withdraw from participation in any activity connected with racing has unearthed the following:

Tony Hulman, owner of Indianapolis Speedway, will select and buy the pace car for future "500" winning drivers.

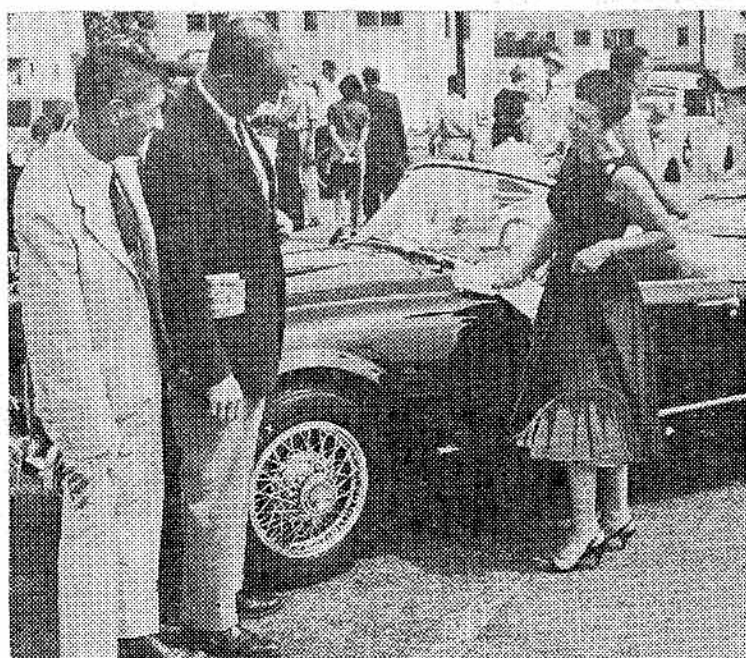
Insiders claim factories have "gone underground." They've turned the cars and lots of spare parts over to the drivers.

Most promoters, car owners, drivers, etc., are overjoyed. It puts the sport back into the hands of the average guy who could never compete with the factories' equipment "goodies" and highly-paid drivers.

The de-emphasis in Detroit advertising on speed and horsepower can't last more than a year. Americans are too "sold" on the competition pitch.

SATORI TO EUROPE

Peter Satori, DKW distributor from Pasadena and imported car dealer, departed for Europe last week by SAS, Scandinavian Airlines System transpolar flight. He plans to visit Paris, Dusseldorf and London before returning home.



—Lester Nehamkin.

PETTICOAT PEEK—Maybe this helped influence Judges John R. Bond, publisher of Road & Track, left, and George Cary, Jr. in concours d'elegance at Stears Restaurant. Owner of car, 1957 Lancia Gran Turismo, is Marion Weber of MG Mitten fame. Car was judged best-of-show.

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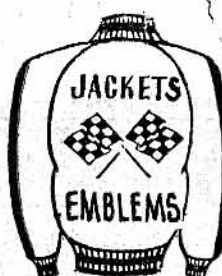
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PARAMOUNT RACE CHARTS

(Continued from Page 6)

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Pos.	No.	Behind	Driver	Make of Car
1	77		Forbes-Robinson, E.	Porsche Carrera
2	318	14	Nelson, Gary	Porsche Carrera
3	72	28	Moore, Jimmy	Porsche SS
4	67	57	Brigham, Bob	MGA
5	141	65	Sinclair, Sandy	MGA
6	263	68	West, Willie	Alfa Romeo Spy
7	175	93	Schulman, Robt.	MGA
8	128	1L15	Scurlock, Bob	MGA
9	61	25	Aumaier, Pete	MGA
10	56	41	Vandrieff, Skip	MGA
11	176	47	Eyraud, David	MGA
12	247	64	Dair, Jack	MGTF
13	00	75	Weller, Robt.	Alfa Romeo
14	237	76	Taylor, Sam	MG MKII
15	17	2L10	Orr, James	MGA
16	169	13	Demetras, Geo.	MGA
17	142	21	Sperry, Gerald	MGTD
18	189	66	Davis, W. M.	MGTD
19	31	79	Yearian, Tom	MGTD
20	3	4L80	Hensley, Cliff	MGTD

27 starters (27F). Did not finish: 20. Frank Aldous, Alfa Romeo, crushed fender, broken motor mount caused throttle to stick open; 34. Henry Montedion, Porsche; 62. John Lumkin, MGA, transmission froze, no third gear; 110. John Dixon, MGA, broken rocker arm; 135. John Lyon, MGKIII, drove up on side of turn 5 hill, rolled over and settled back on wheels; 158. Mark Michlenzie, MGTD, sucked valve during first lap; 194. Frank Nichols, MGA, swallowed valve.

RACE NO. 10—Prod. over 1500 cc. Time, 31:07; Laps, 18; Avg., 69.4; Miles, 36				
Pos.	No.	Behind	Driver	Make of Car
1	59		Parkinson, Jim	Austin Healey
2	213	3	Oker, Bob	A C Ace-Bristol
3	38	11	Bates, Jack	Mercedes 300SL
4	711	49	Dixon, Bill	Siata Fiat
5	51	80	Love, William	Jag XK120
6	200	94	Dantzcher, Wm.	TR3
7	93	100	Evans, Art	Jag XK120
8	147	1L20	Klingensmith, Bill	Austin Healey
9	180	38	McGee, Jerry	Corvette
10	283	64	Porterfield, Andrew	Corvette
11	85	68	Whitlock, Jerome	Austin Healey
12	162	69	Windhorst, Robt.	Austin Healey
13	60	70	Kadin, Jim	Corvette
14	174	71	Shillam, Dennis	Porsche 1600SS
15	171	72	Harris, Bob	Jag XK120
16	146	78	Pryor, Hugh	Austin Healey
17	144	2L17	Simon, Harvey	AC Ace
18	251	31	Coffin, James	Austin Healey
19	157	42	Peters, Jesse	Austin Healey
20	331	62	Shipman, Richard	Austin Healey
21	112	82	Hagen, Thomas	TR3
22	48	83	Crowder, Gordon	AC Ace
23	233	3L61	Morton, Arthur	Austin Healey
24	52	4L32	Dean, Phil	Austin Healey
25	125	5L76	Clarke, Laurence	Corvette

32 starters. Did not finish: 13. John McKeown, Corvette; 88. Harry Jones, Mercedes, broken oil cooler, driving in his own oil slick; 107. Rod Bowers, TR3, fan belt slipping, caused overheating of engine; 170. George Sherrod, Jaguar XK120; 204. Vincent DeCarlo, Triumph TR2, clutch and transmission trouble, couldn't shift; 256. Gerald Aarons, Corvette; 500. John Watkins, Corvette, fan belt came off.

RACE NO. 11—Modified & Formula III. Time, 16:55; 17:12*; Laps, 10; Avg., 71.0; 69.8*; Miles, 20.				
Pos.	No.	Behind	Driver	Make of Car
1	78		Woods, Pete	D-Jag
2	14	2	Smith, Bob	Cad Kurtis
3	4	60	Roth, Rolf	Cooper Norton
4	201	61	Morrow, Harry	Cooper Norton
5	129	78	Lawrence, John	MG Spl.
6	212	87	Black	Dane Triumph
7	271	88	May, Russell	Porsche Spl.
8	127	1L120	Wilson, James	MGTD
9	3	2L10	Bernhardt, Lee	Crosley Spl.

LA III. 100 to 500 ft. John Gas. Jerry Lamoreaux, nonparallel, spark plug wire broke; 100. Jim Frank, broke motor mount; 101. Wm. McDonald, Austin-Healey Corvette, clutch trouble; 191. Hal Hamilton, Denzel, overheating; 210. George Dilloway, Aston Martin, rear end went out—ring and pinion gears.

RACE NO. 12—Under 1500cc Main Event. Time, 59:20; Laps, 36; Avg., 72.7; Miles, 72.				
Pos.	No.	Behind	Driver	Make of Car
1	50		*Miles, Ken	Porsche Spyd.
2	57	1L5	McAfee, Jack	Porsche Spyd.
3	44	65	Monise Frank	Lotus MKXI
4	227	69	Hanford, H.	Osea
5	63	2L13	Lozano, Ignacio	Lotus MKXI
6	77	33	Forbes-Robinson, E.	Porsche Carrera
7	90	66	Oddous, Jean	Lotus MKVI
8	150	67	Newman, F.	Lotus MKXI
9	318	3L34	Nelson, Gary	Porsche Carr.
10	72	4L49	Moore, Jimmy	Porsche SS
11	97	85	Scott, William	MGTD
12	25	5L3	Chaffee, Jim	MG Spl.
13	160	6L25	Verrecchia, Rico	Crosley Flat
14	27	30	Conklin, Skip	Lotus MKXI
15	159	81	Verrecchia, Victor	Crosley Spl.
16	127	7L120	Wilson, James	MGTD
17	164	2L142	Bishop, Nobles	Crosley Spl.

*-DISQUALIFIED FOR ILLEGAL PIT STOP. 24 starters (5H, 8G, 11F(2p)). Did not finish: 26. Bud Hand, MG Spl., broke left rear wheel, spokes sheared; 32. Bob Holbrook, Crosley, stopped out on course (coil?); 40. Ed Barker, Porsche Cooper, heat prostration; 50. Ken Miles, Porsche, disqualified by judges for illegal pit stop; 102. Jack Nethercutt, Lotus, lost oil pressure; 137. Jack Brown, Crosley, broke drive shaft and U joint; 151. Leon Miller, Lotus, went over bank into rocks between turns 5 and 6; 214. Karl Brigandi, Abarth, stripped threads on spark plug hole.

RACE NO. 13—Women's Race. Time, 14:49; Laps, 8; Avg., 64.85; Miles, 16.				
Pos.	No.	Behind	Driver	Make of Car
1	57		Levy, Ruth	Porsche Spy.
2	200	12	*Davis, Mary	TR3
3	193	19	*Shutes, Betty	Porsche Spdst.
4	95	21	Sims, Ginny	TR3
5	70	47	Balchowsky, Ina	Balchowsky Spl.
6	257	56	Baker, Sunnie	Porsche Spdst.
7	149	77	Anderson, Janet	TR2
8	92	79	Wilson, Louise	TR2
9	110	89	Dixon, Marie	MGA
10	176	90	Fischal, Joan	MGA
11	85	93	Matthews, Sue	Austin Healey
12	164	102	Bishop, Mary	Crosley Spl.
13	71	103	Hirsch, Joan	Volvo Rdst.
14	237	119	Taylor, Norah	MG MKII
15	191	1L8	Cano, Louise	Denzel Spyd.
16	61	10	Aumaier, Sally	MGA
17	25	66	Chaffee Dorothy	MG Spl.
18	79	85	Peters, Betty	Aardvark Panhard

*-POSITION REVERSED AFTER (ACCORDING TO CHIEF JUDGE) "MARY DAVIS APPARENTLY HIT BETTY SHUTES' CAR AND KNOCKED IT OUT OF POSITION." 19 starters (1B, 3D, 5E, 8F, 2H). Did not finish: 162. Barbara Windhorst, spun on turn 9.

RACE NO. 14—Over 1500cc Main Event. Time, 59:50; Laps, 37; Avg., 74.2; Miles, 74.				
Pos.	No.	Behind	Driver	Make of Car
1	138		Daigh, Chuck	Troutman-Barnes Spl.
2	78	20	Woods, Pete	D-Jag
3	211	1L6	Drake, Bob	Aston Martin
4	59	85	Parkinson, Jim	Austin Healey
5	213	107	Oker, Bob	AC Ace-Bristol
6	711	2L103	Dixon, Bill	Siata Fiat
7	7	3L7	*Wheeler, Howard	Ferrari 2.0
8	149	46	Bondurant, Bob	TR2
9	66	5L12	McQuillen, Donald	Gary Spl. TR2
10	71	91	Pearson, Ron	Volvo Rdst.
11	99	6L100	Danielson, Bruce	Ferrari Mille M 1.9

*-John von Neumann drove last 17 laps. 18 starters (4B, 3C, 3D, 5E (2p)). Did not finish: 1. Bill Leyden, Triumph Spl., shifting lever came out; 14. Bob Smith, Cad. Kurtis, black-flagged for leaking gas; 51. Wm. Love, Jaguar, overheating; 70. Eric Hauser, Balchowsky Spl., broken steering arm; 133. Jerry Austin, D-Jaguar; 155. Harold Erb, MGTD, s/ch too hot; 181. Chuck Porter, Mercedes Buick, car and driver too hot.

PARAMOUNT RANCH ROAD RACES

(Continued from Page 5)

traffic, moved into second by the second tour.

Austin remained third until he lost his clutch and was forced out two laps from the finish.

There was no stopping Daigh, who is one of the best, and by the 18th whirl he had lapped Chuck Porter, who was running his big Mercedes-Buick in fifth place. His lead by the next lap was 1/2 mile, or the length of the straight.

Eric Hauser, the big Santa Barbara winner, was fourth with the Balchowsky Buick Spl. in the early going behind Daigh, Woods and Austin, but he was forced out on the 6th lap with a broken steering arm. This permitted Drake to move up to 4th, and when Austin pulled out, Bob slipped into third, his finishing hole.

Porter, up there in fifth spot most of the way, was among the many with heating trouble owing to the intense sun. He, too, was "seeing spots" and about overcome when he withdrew, four laps from the end.

The heat also bothered Howard Wheeler, driving a 2-liter Ferrari he had bought from von Neumann, and about midway in the race Johnny took over for him.

PARKINSON VS. OKER

Although there was a paucity of excitement in this race—and even less in the under-1500—a hot war raged all along the line between Parkinson and Oker, the former winning out by 22 seconds. It was the best duel in the race.

The under-1500cc was a walk-away for Miles. He lapped the entire field, but later had to relinquish his victory to Jack McAfee, driving a Porsche Spyder that resembled Miles' about as much as Elvis Presley resembles

Lauritz Melchior.

Following were Frank Monise, Lotus Mk. XI; Harry Hanford, Osea; Ignacio Lozano, Lotus Mk. XI, and E. Forbes-Robinson, Porsche Carrera.

The only interest in this race involved Monise and Hanford the former edging the latter by 4 seconds. Poor Monise was almost overcome by leaking oil fumes and just did finish.

As usual, Ruth Levy, Porsche, had it all to herself in the women's race, nailing Mary Davis, TR3, by 12 seconds, although the latter was shunted to third and Betty Shutes, Porsche, moved up to second following their jousting and pranging.

Parkinson bopped Oker by 3 seconds with an Austin-Healey in the big production race. Parkinson was protested here, too, by Bill Dixon, but it was disallowed.

WOODS ON TOP

Pete Woods won a race dubbed

"semi-main modifieds & Formula III," and Forbes-Robinson took the small production go handily.

Jimmy Moore protested Parkinson in Saturday's second race. Driving an MGA, Jim finished third and then was thrown out for allegedly having a different gear ratio than listed in the specs. Jim says the specs the club has are 6 months old. There was nothing untoward about the engine itself.

Officials said paid attendance for both days was between 8,000 and 10,000.

See the charts on Pages 6 & 11 for complete results.

ROAD RACES CANCELLED!

MILAN, Italy, June 20 — Five fairly important road races scheduled within the near future have been cancelled by the Italian Automobile Sports Commission.

They include: Trophy of Sardinia, Tour of Umbria, Tour of Calabria, Sicilian Targa Floria and Cup of the Dolomites.



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